SOUTHERN PACIFIC COMPANY.

(PACIFIC SYSTEM.)

3
5/7/93

TIME TABLE No. 2

FOR THE

SACRAMENTO DIVISION.

TO TAKE EFFECT TUESDAY, NOV. 1ST, 1892, AT 5:10 A. M.

PACIFIC STANDARD TIME (120th MERIDIAN).

For the government and information of employes only, and not intended for the use of the public.
The company reserves the right to vary this schedule as circumstances may require.

J. A. FILLMORE,
General Superintendent.

J. B. WRIGHT,
Div. Superintendent.

A. N. TOWNE,
General Manager.

R. H. PRATT,
Asst. Gen. Superintendent.

T. R. JONES,
Asst. Div. Supt.

SACRAMENTO DIVISION: Sacramento and Truckee.

FROM SAN FRANCISCO.

| Second Class. | | | First Class. | | |

SACRAMENTO DIVISION: Sacramento and Truckee.

TIME TABLE No. 2, Nov. 1, 1892.

TOWARD SAN FRANCISCO.

STATIONS.	DISTANCE FROM TRUCKEE.	First Class. 2 Pacific Express. Daily.	First Class. 4 Pacific Express. Daily.	First Class. 26 Colfax Passenger. Daily.	First Class. 12 Red Bluff Passenger. Daily.	First Class. 16 Oregon Express. Daily.	Second Class. 6 Through Freight. Daily.	Second Class. 8 Through Freight. Daily.	Second Class. 20 Freight. Daily.
SAN FRANCISCO		P M AR 9.45	A M AR 10.45	P M AR 4.45	P M AR 4.45	A M AR 8.15			
dn. SACRAMENTO W.	119.52	P M AR 5.40	A M AR 6.50	A M AR 10.10	A M AR 10.30	A M AR 4.15	A M AR **12.10**	P M AR 1.45	
3.36							A M		
Am. River Bridge	116.16	5.32	6.42	f 10.02	f 10.22	4.07	11.59	1.35	
3.07									
Benali	113.09	f 5.23	6.33	f 9.53	f 10.13	3.58	11.45	1.20	
1.49									
Arcade	111.60	f **5.20**	6.30	f 9.50	f 10.10	3.55	11.40	1.15	
6.42									
Antelope	105.18	f 5.10	6.20	s 9.40	f 10.00	3.45	**11.20**	12.55	
3.90									
d. ROSEVILLE JC W.	101.28	s 5.00	s 6.10	s 9.30	9.50	3.35	10.50	**12.40** P M	
3.91					A M LV	A M LV			
dn. ROCKLIN W.	97.37	s 4.50	s 6.00	s **9.20**			10.35	11.55	P M AR 5.30
3.04									
d. Loomis	94.33	s 4.32	f 5.44	s 9.10			**10.15**	11.30	5.15
2.88									
d. Penryn	91.45	s 4.22	f 5.36	s 9.01			9.50	11.15	4.55
3.18									
d. Newcastle W.	88.27	s 4.10	s 5.25	s 8.50			9.35	**11.00**	4.30
4.89									
dn. Auburn W.	83.38	s **3.55**	s 5.10	s **8 35**			9.15	10.30	**3.55**
6.71									
d. Clipper Gap W.	76.67	f 3.32	**4.50**	s 8.15			8.50	10.00	3.05
2.97									
Applegate	73.70	f 3.23	4.42	f 8.07			8.40	**9.50**	**2.45**
3.31									
d. N. E. Mills	70.39	s **3.10**	4.33	s 7.58			8.25	9.35	2.15
5.06									
dn. COLFAX W.	65.33	s 2.50	s 4.20	7.45			**8.00**	9.10	**1.45**
4.50				A M LV					
C. H. Mills	60.83	f **2.35**	4.03				7.20	8.40	1.00
5.96									
dn. Gold Run W.	54.87	s 2.21	f 3.47				6.50	8.15	**12.20**
2.13									
d. Dutch Flat	52.74	s 2.15	s 3.40				6.35	8.00	12.10 P M
1.87									
n. Alta W.	50.87	f 2.10	3.33				6.25	**7.50**	11.55
.84									
d. Towles	50.03	s 2.07	f 3.30				6.20	7.35	11.50
4.00									
Shady Run	46.03	f **1.55**	3.18				6.00	7.00	11.25
4.72									
dn. Blue Canon W.	41.31	{ 1.40 / s 1.25	{ 3.00 / s **2.45**				{ **5.30** / **5.00**	6.35	11.00
3.03									
27. Wood Shed	38.28	f 1.13	2.32				4.45	6.00	10.10
2.17									
dn. Emigrant Gap W.	36.11	s 1.07	s 2.25				4.35	5.50	**10.00**
4.26									
Yuba Pass	31.85	f 12.53	2.07				**4.15**	5.30	9.35
4.24									
dn. Cisco	27.61	s 12.40	s 1.50				3.55	5.10	9.15
3.51									
Tamarack	24.10	f 12.27	1.36				3.35	4.50	9.00
4.02									
dn. Cascade	20.08	f 12.13	1.20				3.15	**4.25**	8.40
2.81									
Soda Springs	17.27	f 12.05	1.11				3.00	4.00	8.25
2.96		P M							
dn. Summit W.	14.31	s **11.55**	s 1.00				2.45	3.45	8.10
2.70									
Lakeview	11.61	f 11.42	12.45				2.25	3.25	7.50
3 99									
dn. Tunnel 13	7.62	f 11.28	12.30				2.05	3.05	7.30
1.10									
Strong's Canon	6.52	f 11.24	12.26				1.55	2.55	7.20
2.97									
Champions	3.55	11.13	12.15				1.35	2.35	7.05
3.55									
dn. TRUCKEE W.	0.00	11.00 A M LV	12.01 A M LV				**1.15** P M LV	2.15 A M LV	6.45 A M LV
OGDEN		12.01 P M LV	12.45 A M LV				6.30 P M LV	6.45 A M LV	
		Daily.	Daily.	Daily.	Daily.	Daily.	Daily.	Daily.	Daily.

SACRAMENTO DIVISION: Roseville Junction and Red Bluff.

FROM SAN FRANCISCO.

Second Class.

101	31	21
Marysville Freight.	Oregon Freight.	Red Bluff Freight.
Daily. Ex. Sun.	Daily.	Daily. Ex. Sun.
P M LV 1.00		
1.25		
2.00		
2.15		
2.30		
2.55		
3.15		
3.30		
3.40	A M LV 10.05	
P M AR	10.15	
	10.45	
	11.10	
	11.55	
	P M 12.40	
	1.05	
	1.25	
	2.00	
	3.00	
	3.30	
	3.40	
	3.50	
	4.00	
	4.25	
	4.55	
P M LV 5.05	7.15	
5.20	7.30	
5.30	7.40	
5.45	7.55	
P M AR	P M AR	
	9.30	
	P M AR	
Daily. Ex. Sun.	Daily.	Daily. Ex. Sun.

First Class.

17	15	11
Redding Passenger.	Oregon Express.	Red Bluff Passenger.
Daily.	Daily.	Daily.
A M LV 8.00	P M LV 7.00	A M LV 8.30
A M LV 10.35	P M LV 10.50	P M LV 3.00
	P M LV 11.35	P M LV 3.40
	11.50	*f* 3.53
	s 11.59	*s* 4.02
	A M 12.08	*f* 4.10
	12.15	*s* 4.17
	s 12.24	*s* 4.25
	12.37	*f* 4.37
	12.46	*f* 4.45
	s 1.00	*s* 4.50 5.10
	s 1.05	*s* 5.14
	1.17	*f* 5.25
	f 1.25	*s* 5.33
	s **1.40**	*s* 5.46
	s 1.51	*s* 5.54
	2.02	*f* 6.06
	2.10	*s* 6.14
	2.23	*s* 6.27
	s 2.40	*s* 6.45
	2.56	*s* 7.00
	3.00	*f* 7.05
	3.05	*s* 7.11
	3.10	*f* 7.16
	s 3.20	*s* 7.25
	3.35	*f* 7.40
P M LV 3.35	*s* 3.40	*s* 7.45
f 3.45	3.48	*f* 7.55
f 3.51	3.55	*f* 8.00
4.00	**4.05**	8.10
P M AR	A M AR	P M AR
	4.10	
	P M AR	
Daily.	Daily.	Daily.

DISTANCE FROM SAN FRANCISCO.

108.03	
114.13	
118.32	
122.45	
126.16	
129.44	
135.72	
140.37	
142.20	
143.25	
149.03	
152.93	
159.39	
162.86	
168.78	
172.88	
179.48	
185.56	
192.63	
194.97	
197.36	
200.12	
204.41	
211.84	
213.09	
217.11	
220.15	
224.75	
Daily.	

TIME TABLE No. 2, Nov. 1, 1892.

STATIONS.

	SAN FRANCISCO
	SACRAMENTO
d	ROSEVILLE JUNC W
6.10	
	Whitneys
4.19	
d	Lincoln W
4.13	
	Ewings
3.71	
	Sheridan
3.28	
d	Wheatland
6.28	
	Reed's
4.65	
	Rupert
1.83	
d	MARYSVILLE W
1.05	
	BINNEY JUNC
5.78	
	Lomo
3.90	
d	Live Oak
6.46	
d	Gridley
3.47	
d	Biggs W
5.92	
	Silsby
4.10	
d	Nelson
6.60	
d	Durham
6.08	
d	Chico W
7.07	
d	Nord
2.34	
	Anita
2.39	
	Cana
2.76	
	Soto
4.29	
d	Vina
7.43	
	Sesma
1.25	
d	TEHAMA W
4.02	
	Proberta
3.04	
	Rawson
4.60	
dn	RED BLUFF W
dn	ASHLAND W

DISTANCE FROM RED BLUFF.

116.72	
110.62	
106.43	
102.30	
98.59	
95.31	
89.03	
84.38	
82.55	
81.50	
75.72	
71.82	
65.36	
61.89	
55.97	
51.87	
45.27	
39.19	
32.12	
29.78	
27.39	
24.63	
20.34	
12.91	
11.66	
7.64	
4.60	
0.00	
Daily.	

TOWARD SAN FRANCISCO.

First Class.

12	16	18
Red Bluff Passenger.	Oregon Express.	Redding Passenger.
Daily.	Daily.	Daily.
P M AR 4.45	A M AR 8.15	P M AR 7.15
A M AR 10.40	A M AR 4.35	P M AR 4.00
A M AR 9.50	A M AR 3.35	
f 9.36	3.20	
s 9.28	*s* 3.13	
f 9.20	3.05	
s 9.13	2.58	
s 9.05	*s* 2.52	
f 8.54	2.40	
f 8.45	2.30	
8.40 *s*8.20	*s* 2.25	
s 8.16	*s* 2.14	
f 8.05	2.00	
s 7.58	*f* 1.53	
s 7.45	*s* **1.40**	
s 7.35	*s* 1.26	
f 7.23	1.14	
s 7.15	1.06	
s 7.02	12.50	
s 6.50	*s* 12.30	
s 6.30	12.05	
f 6.24	A M 11.59	
s 6.19	11.53	
f 6.13	11.46	
s **6.05**	*s* 11.35	
f 5.47	11.15	
s 5.40	*s* 11.10	A M AR 11.00
f 5.32	11.02	*f* 10.52
f 5.25	10.55	*f* 10.45
5.15	10.45	10.35
A M LV	P M LV	A M LV
	10.50	
	A M LV	
Daily.	Daily.	Daily.

Second Class.

22	32	102
Red Bluff Freight.	Oregon Freight.	Marysville Freight.
Daily. Ex. Sun.	Daily.	Daily. Ex. Sun.
P M AR 7.50	P M AR 5.00	
		A M AR 11.55
		11.30
		11.15
		10.50
		10.35
		10.20
		9.55
		9.40
	A M AR 11.20	9.30
		A M LV
	11.10	
	10.45	
	10.30	
	10.00	
	9.30	
	9.00	
	8.45	
	8.15	
	7.45	
	7.00	
	6.50	
	6.40	
	6.30	
	6.05	
	5.10	
A M AR 8.20	4.55	
7.55	4.35	
7.45	4.25	
7.30	**4.05**	
A M LV	A M LV	
	4.20	
	A M LV	
Daily. Ex. Sun.	Daily.	Daily. Ex. Sun.

SACRAMENTO DIVISION: Davis and Tehama.

TIME TABLE NO. 2, Nov. 1, 1892.

FROM SAN FRANCISCO. Second Class. 31 Oregon Freight. Daily.	FROM SAN FRANCISCO. Second Class. 21 Red Bluff Freight. Daily, Ex. Sun.	FROM SAN FRANCISCO. First Class. 49 Oroville Passenger. Daily.	FROM SAN FRANCISCO. First Class. 17 Redding Passenger. Daily.	DISTANCE FROM SAN FRANCISCO.	STATIONS.	DISTANCE FROM TEHAMA.	TOWARD SAN FRANCISCO. First Class. 18 Redding Passenger. Daily.	TOWARD SAN FRANCISCO. First Class. 50 Oroville Passenger. Daily.	TOWARD SAN FRANCISCO. Second Class. 22 Red Bluff Freight. Daily. Ex. Sun.	TOWARD SAN FRANCISCO. Second Class. 32 Oregon Freight. Daily.
		P M LV 4.00	A M LV 8.00		SAN FRANCISCO		P M AR 7.15	A M AR 10.15		
A M LV 4.05	A M LV 7.10	P M LV 7.10	A M LV 10.35		SACRAMENTO		P M AR 4.00	A M AR 7.10	P M AR 7.50	P M AR 5 00
A M LV 5.20	A M LV 8.35	P M LV 7.55	A M LV 11.15	76.56	dn. DAVIS W.	110.80	P M AR 3.20	A M AR 6.35	P M AR 6.35	P M AR 3.45
					5.05					
5.40	9.00	f 8.05	f 11.25	81.61	Merritts	105.75	f 3.09	f 6.25	6.15	3.25
					2.51					
5.50	9.10	f 8.10	f 11.30	84.12	Mullen	103.24	f 3.04	f 6.20	6.05	3.15
					1.83					
6.15	10.00	8.15	s 11.35	85.95	d. WOODLAND W.	101.41	s **3.00**	**6.15**	5.55	**3.00**
A M AR		P M AR			4.91			A M LV		P M LV
	10.40		s 11.50	90.86	d. Yolo	96.50	s 2.45		5.00	
	P M 11.05		s 12.02	96.74	5.88 d. Blacks	90.62	s 2.35		4.35	
					7.52					
	11.40		s 12.21	104.26	d. Dunnigan W.	83.10	s 2.20		3.55	
					3.11					
	11.55		f 12.28	107.37	Hershey	79.99	f 2.13		3.35	
	P M 12.05		f 12.32	109.30	1.93 Harrington	78.06	f 2.10		3.25	
					5.17					
	12.45		s **12.45**	114.47	d. Arbuckle	72.89	s 2.00		3.05	
					4.06					
	1.05		f 12.55	118.53	Genevra W.	68.83	f 1.52		2.35	
					0.93					
	1.10		f 12.58	119.46	Macy	67.90	f 1.50		2.25	
	1.40 / **2.00**		s 1.10	125.19	5.73 d. Williams	62.17	s **1.40**		**2.00**	
					4.94					
	2.20		s **1.25**	130.13	d. COLUSA JUNC.	57.23	s **1.25**		**1.25**	
					3.91					
	2.50		s 1.37	134.04	d. Maxwell W.	53.32	s 1.15		12.50	
					5.24					
	3.10		f 1.48	139.28	Delavan	48.08	f 1.05		12.20	
					3.66					
	3.25		s 1.55	142.94	d. Norman	44.42	s 12.56		12.05	
					2.36					
	3.35		f 2.00	145.30	Logandale	42.06	f 12.50		P M 11.55	
					5.57					
	4.15		s 2.20	150.87	d. WILLOWS W.	36.49	{ 12.40 / s 12.20		11.30	
					3.37					
	4.30		f 2.28	154.24	Lyman	33.12	f 12.10		10.50	
					3.57					
	4.45		s 2.36	157.81	d. Germantown	29.55	s 12.01		10.35	
					5.13		P M			
	5.05		f 2.46	162.94	Greenwood	24.42	f 11.51		10.15	
					3.46					
	5.30		s 2.53	166.40	d. Orland W.	20.96	s 11.45		10.00	
					3.61					
	5.45		f 3.00	170.01	Malton	17.35	f 11.37		9.35	
					4.34					
	6.00		s 3.09	174.35	Kirkwood	13.01	s 11.29		9.20	
					5.18					
	6.30		s 3.20	179.53	d. Corning	7.83	s 11.19		9.00	
					3.27					
	6.45		f 3.26	182.80	Richfield	4.56	f 11.11		8.40	
					2.08					
	6.55		f 3.30	184.88	Finnell	2.48	f 11.07		8.30	
					2.48					
	7.15 P M AR		3.35 P M AR	187.36	d. TEHAMA W.	0.00	11.00 A M LV		8.20 A M LV	
Daily.	Daily, Ex. Sun.	Daily.	Daily				Daily.	Daily.	Daily. Ex. Sun.	Daily.

SACRAMENTO DIVISION: Woodland and Oroville.

FROM SAN FRANCISCO.

Second Class.			First Class.			DISTANCE FROM SAN FRANCISCO.	TIME TABLE No. 2, Nov. 1, 1892. STATIONS.	DISTANCE FROM OROVILLE.	TOWARD SAN FRANCISCO. First Class.		Second Class.		
101 Oroville Passenger and Freight. Daily. Ex. Sun.	31 Oregon Freight. Daily.			49 Oroville Passenger. Daily.					50 Oroville Passenger. Daily.		32 Oregon Freight. Daily.	102 Oroville Passenger and Freight. Daily, Ex. Sun.	
A M LV 8.30				P M LV 4.00			SAN FRANCISCO		A M AR 10.15			P M AR 4.45	
	A M LV 6.15			P M LV 8.15		85.95	d. WOODLAND W.	62.78	A M AR 6.15		P M AR 2.40		
	6.40			f 8.30		91.03	5.08 Curtis	57.70	f 6.00		2.20		
	7.25			s 8.41		95.13	4.10 d. Knights Landing	53.60	s 5.50		2.00		
	8.00			f 9.03		106.16	11.03 Chandler	42.57	f 5.29		1.25		
	8.10			s 9.07		108.56	2.40 d. Marcuse	40.17	s 5.25		1.15		
	8.25			f 9.14		112.46	3.90 Tudor W.	36.27	f 5.17		1.00		
	8.40			f 9.22		116.96	4.50 Oswald	31.77	f 5.09		12.45		
	9.00			s 9.30		121.36	4.40 dn. Yuba City	27.37	s 5.01		12.30		
	9.10			s 9.35		122.83	1.47 E. St., Marysville	25.90	s 4.55		12.20		
	9.20			s 9.40		123.63	0.80 BINNEY JUNCTION	25.10	s 4.50		12.10		
P M LV 5.15	A M AR 9.30					124.68	1.05 d. MARYSVILLE W.	26.15			P M LV 12.01	A M AR 8.10	
s 5.19				s 9.40		123.63	BINNEY JUNCTION	25.10	s 4.50			s 8.05	
f 5.50				f 10.00		131.63	8.00 Ramirez	17.10	f 4.30			f 7.35	
f 5.57				f 10.05		133.73	2.10 Coombs	15.00	f 4.25			f 7.28	
s 6.10				s 10.10		135.93	2.20 d. Honcut	12.80	s 4.20			s 7.20	
f 6.20				f 10.13		136.63	0.70 Vaucluse	12.10	f 4.17			f 7.10	
f 6.34				f 10.21		140.13	3.50 Cox's Lane	8.60	f 4.09			f 6.55	
s 6.50				s 10.30		143.43	3.30 d. Palermo	5.30	s 4.01			s 6.40	
f 7.02				f 10.37		146.03	2.60 Villa Verona	2.70	f 3.54			f 6.28	
7.15 P M AR				10.45 P M AR		148.73	2.70 d. OROVILLE W.	0.00	3.45 A M LV			6.15 A M LV	
Daily. Ex. Sun.	Daily.			Daily.					Daily.		Daily.	Daily. Ex. Sun.	

WILLOWS AND FRUTO.

				57 Fruto Passenger and Freight. Daily, Ex. Sun.		DISTANCE FROM SAN FRANCISCO.	STATIONS.	DISTANCE FROM FRUTO.	58 Fruto Passenger and Freight. Daily, Ex. Sun.				
				P M LV 2.30		150.87	d. WILLOWS	17.10	A M AR 11.15				
				f 2.55		156.77	5.90 Kurand	11.20	f 10.50				
				f 3.05		159.37	2.60 Halconera	8.60	f 10.40				
				f 3.10		160.57	1.20 Millsholm	7.40	f 10.35				
				f 3.20		162.57	2.00 Falerni	5.40	f 10.25				
				f 3.30		164.57	2.00 Athena	3.40	f 10.15				
				3.45 P M AR		167.97	3.40 d. FRUTO	0.00	10.00 A M LV				
				Daily, Ex. Sun.					Daily. Ex. Sun.				

SACRAMENTO DIVISION: Sacramento and Placerville.

FROM SAN FRANCISCO.

Second Class.	First Class.		DISTANCE FROM SAN FRANCISCO.	TIME TABLE No. 2, Nov. 1, 1892 STATIONS.	DISTANCE FROM PLACERVILLE.	TOWARD SAN FRANCISCO. First Class.		Second Class.
205 Placerville Freight. Daily. Ex. Sun.	203 Folsom Passenger. Daily. Ex. Sun.	201 Placerville Passenger. Daily. Ex. Sun.				202 Placerville Passenger. Daily, Ex. Sun.	204 Folsom Passenger. Daily, Ex. Sun.	206 Placerville Freight. Daily. Ex. Sun.
P M LV 12.15	P M LV 4.45	A M LV 7.30	89.79	dn SACRAMENTO W. 5.64	59.67	P M AR 2.40	A M AR 8.00	A M AR 10.10
For time Sacramento to Brighton	see Western Division time table.					For time Brighton to Sacramento		see Western Division time table.
P M LV 12.45	P M LV 5.00	A M LV **7.45**	95.43	d Brighton 0.79	54.03	P M AR 2.23	A M AR **7.45**	A M AR 9.42
12.49	*f* 5.02	*f* 7.47	96.22	New Ramona 0.50	53.24	*f* 2.21	*f* 7.43	9.39
12.52	*f* 5.03	*s* 7.48	96.72	Perkins 1.60	52.74	*s* 2.20	*f* 7.42	9.37
1.01	*f* 5.07	*f* 7.52	98.32	Manlove 1.44	51.14	*f* 2.16	*f* 7.38	9.27
1.10	*f* 5.11	*s* 7.55	99.76	Mayhew 1.76	49.70	*s* 2.13	*f* 7.34	9.17
1.19	*s* 5.15	*s* 7.59	101.52	Routier 0.86	47.94	*s* 2.09	*s* 7.30	9.07
1.24	*f* 5.18	*f* 8.02	102.38	Mills 2.15	47.08	*f* 2.06	*f* 7.27	9.02
1.36	*f* 5.24	*f* 8.08	104.53	Soudan 1.53	44.93	*f* 2.00	*f* 7.21	8.49
1.57	*f* 5.28	*f* 8.12	106.06	Salsbury 2.20	43.40	*f* **1.57**	*f* 7.17	8.39
2.09	*f* 5.34	*s* 8.18	108.26	Natoma 0.96	41.20	*s* 1.51	*f* 7.10	8.27
2.14	*f* 5.37	*f* **8.22**	109.22	Alder Creek 2.64	40.24	*f* 1.48	*f* 7.08	**8.22**
2.30 / 2.50	5.45 P M AR	*s* 8.30 / 8.35	111.86	d FOLSOM W. 6.89	37.60	1.40 / *s* 1.35	7.00 A M LV	8.00 / 7.30
3.25		*f* 8.56	118.75	White Rock W. 5.09	30.71	*f* 1.13		6.56
3.50		*f* 9.12	123.84	Cothrin 3.06	25.62	*f* 12.57		6.31
4.05		*s* 9.22	126.90	d Latrobe 2.19	22.56	*s* 12.48		6.16
4.15		*f* 9.28	129.09	Bryant 1.45	20.37	*f* 12.42		6.06
4.25		*f* 9.32	130.54	Brandon 1.65	18.92	*f* 12.38		5.59
4.35		*f* 9.36	132.19	Dugan 2.10	17.27	*f* 12.34		5.51
4.47		*f* 9.42	134.29	Bennett 3.38	15.17	*f* 12.28		5.41
5.04		*s* 9.52	137.67	d Shingle Springs 3.59	11.79	*s* 12.16		5.25
5.21		*f* 10.04	141.26	Cummings 2.20	8.20	*f* 12.04 P M		5.08
5.31		*s* 10.10	143.46	d El Dorado 2.30	6.00	*s* 11.58		4.58
5.43		*s* 10.16	145 76	d Diamond 3.70	3.70	*s* 11.52		4.48
6.05 P M AR		10.30 A M AR	148.46	d PLACERVILLE W.	0.00	11.40 A M LV		4.30 A M LV
Daily. Ex. Sun.	Daily, Ex. Sun.	Daily. Ex. Sun.				Daily, Ex. Sun.	Daily, Ex. Sun.	Daily. Ex. Sun.

SPECIAL RULES.

BETWEEN SACRAMENTO AND TRUCKEE.

At Gold Run trains bound toward San Francisco will side-track for trains of the same class, but irregular trains must not occupy the main track against regular trains, unless authorized by the Train Dispatcher to do so.

Unless otherwise directed, trains meeting at the following stations will use the siding indicated:

At Shady Run, the long siding;
At Blue Cañon, the upper siding;
At Emigrant Gap, the lower siding;
At Summit, the middle siding.

The train holding main line must not pass the further switch of these sidings until due to leave except by special order or when properly protected by danger signals. At points not named in this rule the customary passing track will be treated in the same manner.

Train No. 7 will take lower siding at Blue Cañon for Trains Nos. 1 and 6.

Between Blue Cañon and Strong's Cañon, trains following each other must be kept twenty minutes apart regardless of Rules 86, 87, 88 and 89, except when the leading train consists of light engines, or when permission is given by Train Dispatcher to run closer together.

Train No. 7 may leave Blue Cañon ten minutes behind Train No. 1.

On descending grades between Tunnel 13 and Colfax, first-class trains must not exceed schedule time except by special order. On *all* descending grades speed of second-class trains must be limited to fifteen miles per hour unless otherwise ordered.

All trains must get orders or clearance cards before leaving Sacramento, Rocklin or Truckee.

All trains and engines approaching Sacramento must reduce speed at the "slow" board near Tenth Street, and must be kept under perfect control while running through Sacramento yard.

At Emigrant Gap, Cisco, Cascade, Summit and Tunnel 13 train-order signal lamps must be kept burning at all hours, day and night.

All trains must use at least six minutes in crossing American River trestle.

Trains Nos. 1, 2, 25 and 26 will stop on signal at Lander.

Water supply at the following points between time-table stations:

One mile east of Strong's Cañon;
One-half mile west of Cascade;
Two miles west of Cisco;
One mile east of Colfax.

MARYSVILLE, WILLOWS AND OROVILLE LINES.

The limits of Marysville yard extend from Marysville station, through Binney Junction, to the E Street depot on Oroville line. The northern limits of Woodland yard extend to a point 1,000 feet north of the switch at the junction of the Oroville lines Within the limits of these yards trains will run with care and under full control, expecting to find main track occupied, and in case of fog or other obstruction will protect themselves by flag and use every precaution to prevent accident.

When Trains Nos. 15 and 16 meet at Gridley, Train No. 16 will take siding.

Trains will stop on signal as follows:

Nos. 11 and 12 at Ensign;
Nos. 11, 12, 17 and 18 at Tyler;
Nos. 17 and 18 at Yankville.

Trains must not stand on drawbridge at Knights Landing, but must be brought to a stop entirely clear of the bridge while doing switching or other station work.

All trains must get orders or clearance cards before leaving Davis.

BETWEEN SACRAMENTO AND PLACERVILLE.

The limits of Folsom yard extend from Folsom Junction to the Granite Quarry. Within these limits trains will run with care, expecting to find main track occupied.

Train No. 201 has right of track against Train No. 202.

GENERAL.

Standard clocks, as per Rule 14, are located in Train Master's office at **Rocklin, Red Bluff** and **Truckee.**

When trains take siding for other trains, the forward brakeman, after opening and properly securing the switch, will remain with or ahead of the engine to render what service may be necessary, and the rear brakeman will close the switch, the conductor also being responsible for the same as per Rule 117.

Between Rocklin and Truckee trains will be governed by the speed rule already laid down. On other portions of this division trains must not exceed schedule time unless the condition of train, track, weather and all circumstances warrant their doing so with safety. Conductors and enginemen are cautioned against reckless running. They must run steadily and uniformly, adhering as closely to time as due regard for safety will permit.

Between Sacramento and Truckee train-order signal lamps at day telegraph stations will be extinguished when office is closed for the night. Between Roseville Junction and Red Bluff, offices that are open for Trains Nos. 15 and 16 will have their signal lamps burning from a time fifteen minutes before these trains are due until they have passed. On other lines of this division signal lamps will not be lit if all trains for the day have passed.

The following freight trains will carry passengers:

Nos. 21, 22, 31 and 32 between Sacramento and Red Bluff.
Nos. 101 and 102 between Roseville Junction and Marysville.
Nos. 205 and 206 between Sacramento and Placerville.
No other freight trains on this time table will carry passengers, except as provided in Rule 242.

In pulling out of stations, brakemen must watch wheels closely to see that brakes are fully released, and will immediately signal engineers to stop if wheels are found sliding. Engineers must keep a sharp lookout for such signals, as per Rule 278. Each brakeman will be held responsible for any wheels slid flat under the part of the train in his charge. Conductors in reporting flat wheels will give name of brakeman in charge.

See Rule 84.—All west-bound trains have the absolute right of track over all trains of the same class running in the opposite direction.